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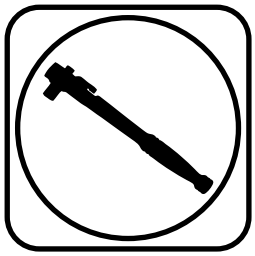
Installation Instructions

Part # 11197300

1974-1981 GM “F” Body Bolt-In Subframe Connectors



Recommended Tools







74-81 GM “F” Body Subframe Connectors

Installation Instructions

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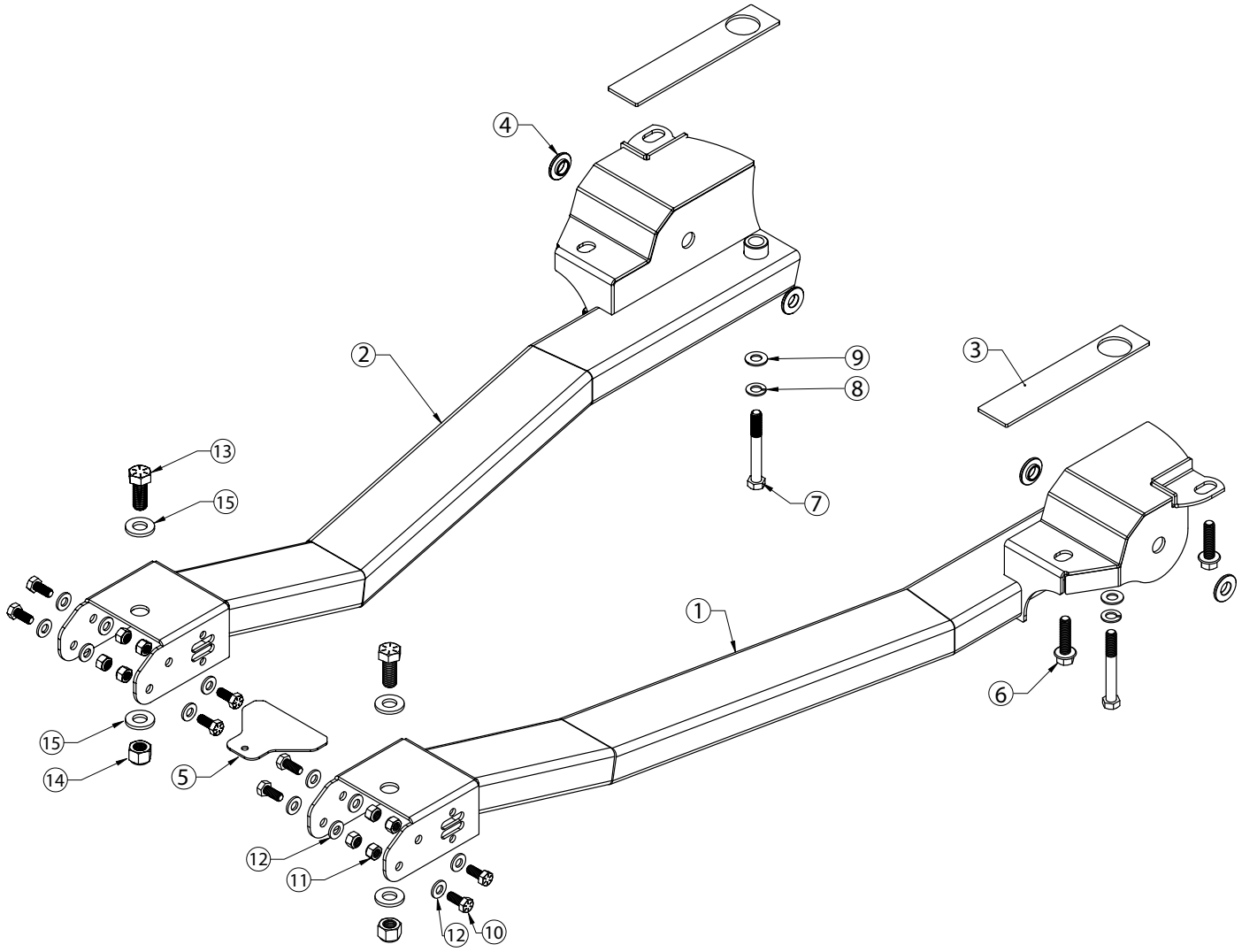
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REV1 2/6/22

Major Components .....In the box

Item #	Part #	Description	QTY
1	90003532	Driver Subframe Connector	1
2	90003533	Passenger Subframe Connector	1
3	90003529	Subframe Connector Shim	2
4	90001440	5/8" to 1/2" T-bushings	4
5	70016555	Subframe Connector Drilling Template	1
	99372009	3/8-16 U-NUT	6
	99010223	Hardware Kit	1



Hardware List .....In the box (Kit# 99010223)

Item #	Part Number	Description	QTY
	SPRING POCKET		
6	99371050	3/8"-16 X 1 1/2" Conical Bolt	4
7	99371074	3/8"-16 x 3" Hex Bolt	2
8	99373006	3/8" Split Lock Washer	2
9	99373002	3/8" SAE Flat Washer	2
	FRAME CONNECTOR		
10	99311034	5/16"-18 x 3/4" Hex Bolt	8
11	99312002	5/16"-18 Nylok Nut	8
12	99313001	5/16" SAE Flat Washer	16

Item #	Part Number	Description	QTY
	TOP CLAMP BOLTS		
13	99501062	1/2"-13 x 1 1/4" Hex Bolt	2
11	99502009	1/2"-13 Nylok Nut	2
12	99503014	1/2" SAE Flat Washer	4

Getting Started.....

1. Using a floor jack or lift, raise the vehicle to a safe and comfortable working height. The subframe connectors will attach to the car at the leaf spring and rear of the subframe. Make sure you have easy access to these areas.

2. Support the frame accordingly with jack stands or a lift. Keep in mind, you will need to be able to move the rear differential up and down and need to be able to lower the front of the leaf springs.

3. The leaf spring clamping plates may need to be removed from the rear differential to allow the front of the leaf springs to be lowered. You will need to be able to raise and lower the differential to install the subframe connectors on a leaf spring car.

Disassembly



4. Support the center of the differential with a jack. Remove the 3 bolts from the OEM leaf spring mounts. Do this for both sides.

Disassembly & Installation



5. The kit includes a Driver and Passenger subframe connector. The leaf spring mount is positioned to the outside of the car with the subframe connector tube dipping down to clear the floor pan. Insert the front of the subframe connecter so that the front ledge is sitting on TOP of the OEM subframe.

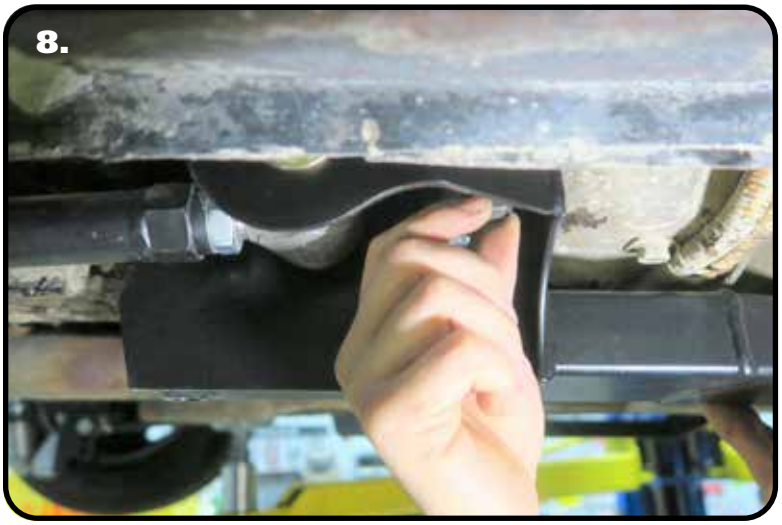


6. The leaf spring mounting holes in the subframe connector's are 5/8" for many aftermarket suspensions. The kit includes T-bushings for using 1/2" hardware. If you are using 1/2" hardware, insert a t-bushing in each leaf spring mounting hole. The large OD will be on the outside of the leaf spring pocket.



7. Attach the rear of the subframe connector to the front of the leaf spring. Install the leaf spring bolt from the outside of the car with the nut to the inside. **The leaf spring bolt will need to be tightened before the subframe connector is installed.**
NOTE: If you have rubber leaf spring bushings, position the spring and connector as close to level with each other as possible before tightening the bolt. This will prevent excessive preload on the bushings.

Installation



8. Position the rear of the subframe connector so that the mounting holes line up with the u-nuts in the OEM locations. Start (2) 3/8"-16 x 1 1/2" conical bolts in the outer 2 holes of the subframe connector. This hardware needs to need left loose enough to insert the shim in the next step.



9. Place the shim on top of the subframe connector tube with the hole in the shim over the rear bung.



10. Install a 3/8" split lock washer and 3/8" flat washer on a 3/8"-16 x 3" hex bolt. Insert the bolt/washer in the inner hole of the subframe connector. This hole goes through the tube of the subframe connector and lines up with the u-nut that is in the OEM frame rail. Thread the bolt into the u-nut. Leave the hardware loose until later. Tighten the (3) REAR subframe mounting bolts that to 30 ftlbs.

Installation



11. Insert the drilling template in the opening at the connection area of the connector/ subframe. The temple has a small hole the is use as a guide to drill a 1/4" hole in the top of the OEM subframe. The template will nest against the front edge of the subframe connector. The narrow side of the template will point forward.



12. Hold the template in place and use it as a guide to drill a 1/4" hole in the OEM subframe.



13. Image 13 shows the 1/4" hole drilled in the OEM subframe. This hole will now get drilled to 1/2" diameter.

Installation



14. Use a 1/2" drill bit to drill out the 1/4" hole.



15. Install a 1/2" flat washer on a 1/2"-13 x 1 1/4" hex bolt. Insert the bolt in the drilled 1/2" hole. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt. Torque the hardware to 75 ft-lbs.



16. The 4 side frame mounting holes in the front of the subframe connector will be used as a template to drill the new holes in the OEM subframe. Drill the 4 holes with a 5/16" drill bit.

Installation



17. Install a 5/16" flat washer on each of (4) 5/16"-18 x 1" bolts. Insert a bolt/washer in each of the 4 holes. Install a 5/16" flat washer and 5/16"-18 nylok nut on the threads of each of the (4) bolts. Torque the hardware to 25 ftlbs.

18. Repeat the previous steps on the 2nd side.

19. Recheck all hardware.